

Abstract

A power transmission apparatus for an engine of a vehicle which can suppress the changing frequency of the ratio of a continuously variable transmission by compensating for driving force upon low speed rotation upon which the torque generated by an engine is low, and can reduce the overall width of the engine to raise the degree of freedom in mounting of the engine to achieve reduction of the cost. A power transmission apparatus for an engine for a vehicle which includes a starting clutch for smoothly connecting rotation of a crankshaft to a transmission upon starting of the vehicle, a hydrostatic continuously variable transmission for performing speed change depending upon a capacity difference between a swash plate hydraulic pump and a swash plate hydraulic motor to transmit rotation of the crankshaft at a reduced speed to a driving wheel, and a slider for moving a ball screw back and forth to change the angle of the swash plate of the swash plate hydraulic motor. The starting clutch can be a torque converter.